

# THE WARSAW WEEKLY

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No. 3

## Exhibition of Modern British Art at the I. P. S.



Marshal Smigły Rydz cutting the ribbon

One of the most comprehensive collections of contemporary British art ever to leave England is now being shown at the Instytut Propagandy Sztuki (IPS) at Warsaw. The official opening which took place on the 28th January was performed by Marshal Edward Smigły Rydz in the presence of Sir Howard William, Kennard, H. M. Ambassador, members of the Polish Government and the diplomatic corps.

This exhibition, which has been arranged by the British Council London, will be on view at I. P. S. until February 16th. Major A. A. Longden, the Council's art director, who will remain throughout most of the exhibition, hopes to take round the exhibition parties of English

space prevented more modern art being included, nevertheless some of the best moderns workers are represented. Owing to the revival of true engraving in England it was decided to include a small room of 18th and early 19th century Engravers (including engravings in stipple and mezzotints) by such artists as Charles Turner and William Ward after Raeburn, Wheatley, Morland and Reynolds, following on with work by the engravers of today like Austen and Morley.

The essentially British art of water-colour painting, which has been known throughout Europe since the time of Turner, Bonington, Cotman and de Wint has not been omitted and there is no doubt that in Poland, where the art of water colour painting has been and still is practiced,

## LONDON LETTER

by "The Londoner"

King George V Memorial.

The universal desire of the British peoples to raise a monument to that well-loved monarch King George V found practical expression in the provision of large numbers of King George V Playing Fields all over the country.

The greater part of the money subscribed was expended on this valuable work, but, as is fitting, a more formal, ceremonious memorial is also to be erected. This will take the form of a statue of the late King in the robes of the Order of the Garter, which will be erected in a space which has recently been cleared and planted as a garden in Westminster, opposite the Houses of Parliament.

Sir William Reid Dick a Royal Academician, is the sculptor, and the scale model of his memorial has now been approved by the responsible Committee. The statue will be in white marble beneath a Gothic canopy of stone.

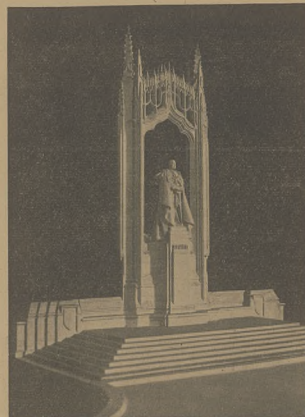
New English Bible.

Monsignor Ronald Knox — detective-story writer, scholar, and wit — is to resign the post of Roman Catholic Chaplain to the University of Oxford in June. He is then to retire to the country in order to prepare a new English translation of the Latin Vulgate. "Ronnie" Knox, as he is known to many generations of undergraduates, was one of the most brilliant of a brilliant Oxford generation. Both at Eton and Balliol he was a first-class Classical scholar, and a well-known speaker at the Union — the debating-club which has been the trial ground of so many famous British statesmen and public men.

He has not lost the rapier-like wit of his undergraduate days, and the benches of the Union are still

and modern drawings and prints. An important Fine Art Exhibition was organised in the autumn of 1936 for the British Empire Exhibition at Johannesburg and another at the Biennale in Venice 1938; consisting of 290 works. At the latter exhibition the wood engravings by one of the British exhibitors gained the 1st prize amongst 20 nations. On the present occasion the Committee responsible for the selection of the works, under the chairmanship of Sir Lionel Faudel-Phillips, cannot be accused of sending out a collection which is either too "academic" or too "modern" for great care has been exercised in drawing upon every School of painting, and it is doubtful whether there is any Society of importance, some of the members of which are not exhibiting on this occasion.

The Tate Gallery, the Imperial War Museum, the Contemporary Art Society and many of the leading provincial galleries in the country including Leeds, Liverpool, Bradford and Glasgow have lent pictures.



Scale Model of proposed George V Memorial

crowded whenever he is invited to speak.

It is safe to say that Monsignor Knox is the only Domestic Prelate to the Pope, who is also a famous detective story writer. He is also a great lover of Trollope, the true spirit of whose work he has reproduced in "Barchester Pilgrimage", which he published in 1935.

His command of English is as fine as his scholarship, and the English Roman Hierarchy could not have made a better choice for the great work of translating the Bible.

All his life Monsignor Knox has been connected with Oxford, and his retirement will be deeply regretted by Senior and Junior Common Rooms alike.

The "Panic" that Wasn't Noticed.

The explosion of a number of "jampot" bombs in many centres has caused a certain mild interest at a time when news is scarce. The Briton likes nothing so much as to be regaled with newspaper accounts of the activities of Scotland Yard, such as their pursuit of the "bombers".

The average Briton has also been highly amused by accounts, in certain foreign newspapers, of the state of "wild agitation" into which the explosions are said to have thrown him.

The prize for the most unintentionally funny must surely go to that famous foreign organ of public opinion which said:

"When the satiated English heard the news over their opulent breakfasts they were so frightened that their breakfasts fell from their forks".

The Art of Beefsteak.

The beefsteak, even in the most "satiated" English families, is not a breakfast food. It is even, alas, losing popularity at lunch.

A good beefsteak, however, remains one of Britain's gifts to

the riches of the table. It is to be found at its best in London clubs or older fashioned restaurants. The secret of a tender British steak is first that it should be hung for four or five days at least, and secondly that it should be well basted.

When it has been pounded and beaten with vigour, some gourmets recommend that a little garlic or onion should be left on it for an hour or two before cooking — to "sigh" over it, as an epicure friend of mine put it.

African University.

An English public school headmaster, Mr. George Turner, Master of Marlborough, has resigned his comfortable post to become Principal of a college which does not yet exist. He will go to Africa, where he will be the first head of Makerere College, Uganda, which is to be founded in accordance with the recent recommendation of the British Government Commission on African Higher Education under the Chairmanship of Lord De La Warr.

Mr. Turner has clearly not consulted his own preferences, but has considered where he could render service best — as anyone who knows him would expect.

He has had a notably successful record at Marlborough, and is the ideal man to make a success of Makerere College, which will become a real African University.

The African natives, Sir Philip Mitchell, the Governor of Uganda and the missionaries of every denomination — to whom African education owes so deep a debt — are enthusiastic over the scheme. The appointment of so outstanding a Principal marks an important date not only in the education of the African, but in the development of the British "trustee" theory of colonial administration.

(Concluded on page 3)



Marshal Smigły Rydz and Sir Howard Kennard looking at one of the pictures

speaking art lovers, from time to time, by arrangement.

The Exhibition consists of 117 oil paintings, 120 water colours and drawings and about 150 black and white works of all the modern techniques, i. e. engraving, wood, lithography, as well as original drawings. All phases of the arts of today are exhibited. Lack of

with such conspicuous success, the modern water colours will be much appreciated.

This is the 5th such exhibition organised by the Fine Arts Committee of the British Council since its inception in 1935. The first two were in Vienna and Prague early in 1936 and consisted of British old master water colours together with old



# AVIATION NEWS

## Paris-London at 300 M. P. H.

Fresh evidence of the quality of Britain's warplanes is a flight by a Vickers-Supermarine Spitfire eight-gun fighter from Paris to London at an average speed, including take-off and landing, of 300 miles an hour. No help was received from the wind, which blew directly across the course followed. The engine was run at cruising revolutions. Maximum level speed of the Spitfire, with full military load, is officially stated to be more than 350 m.p.h.

Mr. J. K. Quill, a Vickers test pilot, ascended from Le Bourget airport, Paris, at 2.27 p. m. The aeroplane was a standard machine, as constructed in great numbers for the Royal Air Force, and was on view at the Paris Aeronautical Salon. It has since been flown in demonstrations before various interested people in France.

Mr. Quill climbed to 18,000 feet and flew in a clear sky till he was approaching the London terminal aerodrome, Croydon. He descended there through a thick bank of cloud, put down the landing wheels, made the prescribed circle of the aerodrome and landed at 3.8 p. m. — 41 minutes from starting the take-off run. The distance is 205 miles.

This is by nine minutes the fastest journey ever made between the two capitals. The same Spitfire holds the record of 50 minutes for the trip in the opposite direction, from London to Paris, achieved in a "leisurely" flight on the way to the Salon.

The Spitfire is a low-wing, beautifully streamlined monoplane of all-metal "stressed-skin" construction, powered with a Rolls-Royce Merlin 990/1,050 h. p. liquid-cooled engine. It carries a battery of eight machine-guns, four in each wing, mounted to direct converging fire on the enemy at destructive range. In addition to large-scale manufacture by the "parent" company, the Spitfire is the subject of an initial order for one thousand fighters placed with Lord Nuffield, whose immense new aircraft factory at Birmingham is marching rapidly towards completion.

## Airway progress in 1939.

"Mercury", upper component of the first Short-Mayo composite aircraft, and holder of the world seaplane distance record, and two long-range Albatross landplanes may supplement the fleet of four 24-ton flying-boats which are scheduled for this year's experimental airmail services between London, Montreal and New York.

Since the "Mercury" surpassed the previous distance record by eight hundred miles with a journey of 6,045 miles from Dundee to the estuary of the Orange River, South Africa, she has done useful commercial work carrying Christmas mails between London and Egypt. Earlier in 1938 she accomplished a fast return trip over the Atlantic, going direct from the Foynes seaplane base in Ireland to Montreal and returning from New York in shorter stages over the southern route of the Azores and Lisbon. On her flight to Canada she carried a considerable payload, thereby earning distinction as the first aeroplane to transport cargo across the North Atlantic; her return stages were flown at speeds varying from 170 to 200 m. p. h.

The composite aircraft invention has proved, therefore, that it enables a substantial payload to be carried across the ocean without extravagant expenditure in power but with an ample margin in range to ensure security. Subsequently the "Mercury" has been launched with loads far exceeding the load



Bristol Blenheim planes in formation.

airborne when she parted from her bearer "plane" Maia" at the start of the Atlantic crossing. In all likelihood she may cross the ocean next time with hundred of pounds more in cargo than were transported on that first run.

## Transatlantic Landplanes.

Two de Havilland Albatross landplanes were built to Air Ministry order for long-distance airmail experiments. Their specification called for carriage of 1,000 lb. in payload over a distance of 2,500 miles non-stop against a constant headwind averaging not less than 40 m. p. h. In practice the Albatross mail-carriers can exceed this severe requirement, and attain it in 62 per cent. of full power of the four Gipsy-Twelve engines at a cruising speed of 210 m. p. h. Calm air range is 3,300 miles.

Aerodromes at Ennis, on the River Shannon, and in Newfoundland are now nearly ready for use; they will be the ocean terminals of the Albatross flights. Initially the experimental service will run once weekly between England and New York; before the end of the northern summer this frequency will be doubled.

Provision of air services to link London with every major capital city in Europe, as suggested early in 1933 by the Cadman Committee of Enquiry into Civil Aviation, will be another preoccupation of main British air transport operators this year. These services will require new fleets of short-range aircraft.

## European Airmail Plans.

Happy augury for the future of these European services is forthcoming in speeds achieved recently on cross-Channel routes by the "Frobisher" and her sister craft — passenger-carrying versions of the Albatross. One or other of these shapely monoplane now holds the London-Paris "commercial" record — 33 minutes at 238 m. p. h. — and the London-Brussels record — 22 minutes at 48 minutes at 250 m. p. h., while two days ago the "Fortuna" flew non-stop from London to Zurich in 2 hours and 33 minutes at an average of 196 m. p. h.

Before long letters now carried by surface vehicles may be conveyed to many European countries by aeroplane, without extra charge.

## Steering by the stars.

Navigation of aircraft on long journeys tends to depend more and more on stellar observations. "Celestial" methods were used to steer the three Wellesley bombers of the Long-Range Development Flight across India on their way to Australia and a new world distance record. India was hidden by thick cloud, and the crews did

not see it, but they kept accurately to their course by periodical observations of the stars.

Similar methods helped the commanders of the flying-boats "Caledonia" and "Cambria", which accomplished ten North Atlantic crossings in 1937, and the crew of the composite seaplane "Mercury". Airliners operating over wide stretches of water must be particularly dependent on stellar navigation; hence the provision in flying-boats scheduled for transatlantic and trans-Tasman services of a transparent retractable dome designed especially for this purpose.

Located above the hull near the navigating officer's chart table and apparatus — on the upper deck of the internal accommodation — is the hatch through which the observation dome is raised. It projects just far enough above the hull to enable the officer to take observations on all sides without interference from the slipstream set up as the airliner rushes along at some 170 m. p. h. The dome is large enough to give comfortable room for head and shoulders. When not in use, it is withdrawn inside the hull.

Wind-tunnel tests have shown that, when it is raised for observations, the dome, which is carefully streamlined, offers only negligible head resistance. The transparent material of which it is made was specially chosen to avoid any chance of reflection or distortion interfering with accuracy of the readings taken.

## Faster trainers in production.

Erection was begun less than six months ago of a new aircraft factory which Sir Kingsley Wood, Secretary of State for Air, will formally open on January 27. It will add substantially to the productive capacity of Phillips and Powis Aircraft, Ltd. and will initially be engaged in fulfilment of a contract for Miles Master two-seat monoplanes, the world's fastest trainer aircraft.

Hundreds of Miles Magister trainers are already in service. These are low-wing monoplanes, powered with the de Havilland Gipsy-Major 130 h. p. engine. The Master, for which the Air Ministry has placed one of the biggest trainer orders on record, is in quite another category. It is capable of performance approaching that of the modern two-seat fighter or light bomber, and was especially designed for advances Service training, including dual instruction in aircraft gunnery, bombing, navigation at high speeds, and the handling of retractable undercarriage and variable-pitch aircrews.

## Speed and "Ceiling".

The first Master was powered with a Rolls-Royce Kestrel XVI engine, and attained in trial flights a maximum level speed of nearly 300 m. p. h., at a height of 16,500 feet. For Service training purposes, the production aircraft has the less powerful Kestrel XXX engine, rated at 535/585 h. p. In this form its maximum speed is approximately 270 m. p. h., which is still much higher than the speed attained by any other trainer.

Cruising speed, using 66 per cent. power at a height of 15,000 ft., is 226 m. p. h. Service "ceiling" — the height at which rate of climb has fallen to 100 ft. a minute — is 28,000 feet.

Graceful lines, clever engine installation and cowlings, fully retractable undercarriage, and absence of excrescences are responsible for the Master's high performance. It is built in wood. Rapid removal and installation of the equipment needed for the various branches of advanced

# The National Savings Movement

## State Controlled Channels of Thrift Provide for Small Investors

Twenty-two years ago, in 1916, the organisation now known as the National Savings Movement was set on foot in Britain. Its primary purpose is to encourage wise spending and to provide safe saving facilities for small investors through the three State-controlled channels of thrift — the Post Office Savings Bank, the Trustee Savings Banks, the National Savings Banks and National Savings Certificates.

The Movement is organised in a fashion that links it very closely to local life. There are in England and Wales some 1,200 Local Savings Committees, through which National Savings Groups are affiliated, the number of Groups in England and Wales being now nearly 40,000. They are to be found in works, offices, shops, schools, clubs and other social organisations and in other centres that provide a regular meeting place. All these Groups and Local Committees are conducted by voluntary workers, a vast volume of service being freely given in this way for the national welfare.

## Combined Service.

A small professional staff and headquarters offices are provided for the organisation by the State; it also provides the material necessary for the conduct of National Savings Groups. The National Savings Movement may therefore be described as a combination of voluntary and State social service.

Directing the organisation in England and Wales is the National Savings Committee, a body counting among its members representatives of the voluntary workers democratically elected of the Post Office and Trustee Savings Banks and of other organisations concerned with the welfare of the small investor. In Scotland there is a similar organisation under the direction of the Scottish Savings Committee.

In its approach to industrial workers the National Savings Committee is assisted by a strong Industrial Advisory Council consisting of well-known employers of labour and well-known representatives of the workers. The number of National Savings Groups in places of employment is at present 11,770 and has been steadily increasing.

A main feature of the savings schemes offered to employers is a flexibility which enables the National Savings Committee to provide facilities adjusted to a firm's specific requirements. Some National Savings Groups in industry run a provident scheme in which the employer encourages his employees in their saving by adding an agreed amount to what the employee is putting by to accumulate a useful lump sum for retirement or for some other major need. The financial instrument used in Groups of this kind is the National Savings Certificate.

Other groups in industry function as National Savings Clubs, these being for the most part Share-Out Clubs whose members save up for some definite purpose, such as Christmas or the annual holiday. A special facility of this kind is the Holiday Pay Club, which is used not only by the employee but also by the employer, who makes the

Club a medium for the regular putting by of holiday allowances due to employees. The money people put aside through the two kinds of clubs that have been mentioned is banked either in the Post Office Savings Bank or in a Trustee Savings Bank. National Savings Clubs and Holiday Pay Clubs are already being found most useful in connection with the extended opportunities now being given for holidays with pay.

## Large Volume.

During the past twenty-five years there has been a notable increase in the amount of money put by through the three State-controlled channels of saving. An indication of this increase is given in the following table, showing the total national savings in the Post Office Savings Banks, in Trustee Savings Banks, and in National Savings Certificates. (It should be noted that National Savings Certificates were introduced in 1916).

At March 31 of year shown	Total £	Average per head of population
		£ s. d.
1913 . . .	277,600,000	6 1 9
1923 . . .	1,024,000,000	22 9 2
1933 . . .	1,101,300,000	25 12 2
1938 . . .	1,438,600,000	30 3 5

How much of the money referred to represents savings of the wage-earning classes cannot be stated with precision. There are, however, good grounds for believing that the wage-earners' contribution to the total is a very substantial part of it.

Remarkable proof of the stability of British small investors comes out of the figures for the three State-controlled channels of saving in the critical month of September last. People who had money in "national savings" behaved in those weeks with a steadiness that has surprised even the statisticians who, out of past knowledge, had most reason to be aware of this characteristic trait. The total for "national savings" which, at the end of August, was £1,453,000,000, had not diminished at the end of September, but has risen by £2,300,000 to £1,455,300,000. In the most critical week of the period — that ended on Saturday, October 1 — deposits in the Post Office Savings Bank exceeded withdrawals by a margin of £400,000, and of the 11,000,000 depositors in the Bank, less than 4 per cent. made any withdrawal during the week. Of the 8,000,000 holders of National Savings Certificates, the number who made encashments of Certificates during that week was less than half of 1 per cent.

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## THE SCOTS IN OLD POLAND

By Dr. Wacław Borowy  
(Concluded)

Seeing them so ubiquitous one may feel inclined to find their representative even in the camp of the Cossack rebels, and accept the hypothesis that MAXIM KRIVONOS, one of the most blood-thirsty lieutenants of Bohdan Chmielnicki (Khmelnitsky), was in fact "a Scotsman by birth", concealed under the pseudonym which was given to him after the most outstanding feature of his face (Krivonos means "crooked nose"). This statement contained in a contemporary German pamphlet (1649) has been recently restored to credit by Mr. Elie Borshak in an article in *The Slavonic Review* (1931). One is however led to doubt by the very points which Mr. Borshak considers to be conclusive arguments. He portrays Krivonos in a really impressive way: "He was a cruel leader, with whom not a single Pole ever found mercy. He destroyed and ruined for the sheer love of ruining, and on this ground he came more than once into conflict with Khmelnitsky... Krivonos... was a living incarnation of so-called permanent revolution, a brilliant demagogue who could only too well play upon the destructive instinct of the mob. In the end Khmelnitsky, after long efforts, succeeded in getting rid of Krivonos". We cannot help being struck by this character sketch. But we are still more struck by the author's comments: "If we give careful attention to the career of Krivonos, we get an impression that we have before us a conscious agent of the Protestant league, or rather of England, an uncompromising enemy of the Kingdom of Poland, with which he was not agreed but seeks its complete ruin". Of course I am as fallible a judge of English psychology as Mr. Borshak, but I really don't think that in the portrait which he brought before our eyes we might see what is called a typical representative of England. (It is only a secondary point that representative should be... Scotch). It is true that protestant countries, on the whole, sympathized less with Poland than with her enemies, and that Cromwell regarded her defeats, with satisfaction but even Cromwell was not so definitely bent on Poland's destruction, and in 1656 urged the Swedish King to conclude peace with her and to work for protestantism elsewhere.

Anyway, no one would say that there were among the Scots many "uncompromising enemies of the Kingdom of Poland", "seeking its complete ruin". If Krivonos was such a one he was certainly an individual abnormality, whereas examples of another kind might

be quoted by the dozen. If there was a THOMAS MENZIES, who fought and fell on the Russian side against Poland, there was also a PAUL MENZIES, who fought on the Polish side. And if that other Menzies left Poland finally, and with his friend Patrick Gordon of Anclenchurich entered the service of the Tsar, there were also contrary cases as that of GEORGE OGILVY, e.g. who had reached the grade of field-marshal in the Russian service, but after that went over to the King of Poland, and died at Danzig. And there were many others of that sort in the Polish army.

Some of them were even, in recognition of their military merits, enrolled among the Polish nobility. In 1664, e.g., the rights of the indigenous nobles were bestowed on one PATERSON, in 1518 on a FRASER. These adoptions became more numerous after the Swedish and Russian wars of the middle of 17th century. Thus in 1658 Lieutenant Colonel Henry Gordon, Marquis of Huntly, received the rights of a Polish noble. Another GORDON, George, was granted the same privilege in 1673. In the table of their descent there are some obscure points, to which the well known Scottish genealogist John Malcolm Bulloch has devoted several studies, summarized in the pamphlet *The Gordons in Poland* (Peterhead, 1932); anyhow we know that their Polish progeny was numerous and for a long time kept to military art; its male line became extinct in 1921. The diet of 1673 admitted to the ranks of the Polish nobles Rittmeister JAMES CHAMBERS, Major GEORGE GUTHRY, Captain PETER BENEDICT ANDERSON, Major GEORGE BENNET (who had been also secretary to the King), and to officers of undefined grades bearing the name of BRUNET (which is certainly BURNETT). In 1676 is enrolled a MURYSON (MORRISON). Besides the Scots, we meet among these distinguished officers also Englishmen, as e.g., GEORGE KOCH (COOK? COCE?) enrolled in 1658, and Irishmen, as JACOB BUTLER enrolled in 1627. In the 18th century several other Scottish and English names were added to that list: GLOVER (1726), LINDSAY (1768), FORSEIT (FORSYTH) (1775), TAYLER (TAYLOR) (1775), OGILVY (1790), FERGUSSON (1790), WATSON (WATSON) (1790), FRIBES (1790), HALYBURTON, STODART. Some of these names have been adapted to the Polish spelling and phonetics: Brown, e.g., has become BRUN, Forbes — FRIBES, and so on.

## Britain's New Wonder Vessel Built Without Iron Steel

(from a special Correspondent)

A wooden-walled sailing ship which will make international "sea history" is being constructed for the British Admiralty. She is the Royal Research Ship, the "Research" and her work will be to conduct surveys in magnetic variation throughout the Seven Seas. The builders, Messrs. Philip and Son of Dartmouth, are an old family firm which has made ships throughout four generations.

The R. S. "Research" will be the only existing vessel of its kind, for she is being made almost entirely of wood and bronze, and the data she is to assemble will be recorded on Admiralty charts which will be available to every nation in the world. The safety of aircraft as well as of ships at sea will be increased as a result of her investigations. The "Research" must be as far as possible non-magnetic. The presence of iron or steel would affect the ship's instruments and endanger the accuracy of her measurements of magnetic variation.

### Teak Instead of Steel.

The hull therefore will be made of teak, and the framework, girders and fittings, which on an ordinary ship would be of steel or iron, will be of bronze or other non-magnetic alloys. The anchor, cables and all the bolts will be of bronze, and even the cooking equipment must have no steel or iron in its composition.

Nearly 10,000 cubic feet of teak has gone to the making of the hull, and a special order had to be sent to Burma for some of the wood used. The two mainmasts will be made of Columbian pine and the bowsprits of pitch pine.

Bronze is being used for the framework and propeller and aluminium bronze for the windlass and winches, anchors, cables and standing rigging.

A series of experiments were made by Messrs. Philip and Son in order to evolve satisfactory methods of bending the bronze effectively for the framework and of inserting the rivets, and special presses and dies were made by a Birmingham firm.

### No Peniculus Allowed.

Meticulous care will be taken to prevent the presence of magnetic material in the ship's fittings and equipment as well as in the crew's personal outfit.

Fresh-water tanks, designed with divisions to prevent "slop-over", will be made of teak, and the tanks for fuel and lubricating oil will be made of bronze.

Baths will probably be made of teak with enamel finish. Care will be taken that even the steel ball-bearings on which the log revolvers will be supplied by bronze bearings. The cooking stoves will be made of bronze and the pots and pans of aluminium. The crew may not carry steel pen-knives, or have metal buttons on their clothing. Even paper-clips will have to be of brass instead of the more usual "steel wire" type.

A few chisels and a saw which will have to be of steel, will be stowed in a position as far away as possible from the ship's instruments.

Food will be packed where possible in glass bottles or cartons in order to avoid the use of nailed packing-cases, and cigarettes will probably be packed in cartons with cellophane covers.

### Scaping Away Rust.

Careful measure were taken to make sure that no scarp of magnetic material found its way into the ship during construction.



Sir William Orpen

The Bloomsbury Family

Squads of men were delegated to sweep up the minutest fragments of iron and steel which might have been accidentally dropped and even rust left by iron bolts temporarily left in the planking was scraped away before the special non-magnetic bronze bolts were inserted.

It is expected that the "Research" will carry less than 700 lbs. of iron and steel and this will consist of essential parts of the engines and dynamo.

As the total metal material amounts to 300 tons, the quantity of iron and steel will form only one-thousandth part of the metal used.

### What "Research" Will Do.

The programme of work for the "Research" includes, besides research on the earth's magnetism at sea, investigation of atmospheric electricity, meteorological observations including upper air observations by means of pilot balloons, deep-sea soundings and possible marine biology.

For these purposes she will be equipped with valuable instruments which are the latest product of scientific research and of great precision. They include a marine earth inductor, a collimating compass, apparatus for ionisation and conductivity measurements and sea temperature thermometers.

The "Research" will succeed the world's first non-magnetic ship, the American "Carnegie", which was destroyed by an explosion off Samoa in 1929 after twenty-five years' magnetic survey work the results of which were placed at the disposal of all Governments. The Carnegie Institution of Washington U. S. A., which was responsible for the work of the "Carnegie", has co-operated with the Admiralty on matters affecting the design and equipment of the "Research".

The "Research" will be brigantine-rigged with a sail area of about 12,000 square feet. She will cruise mostly under sail, but she will be fitted with an auxiliary heavy oil motor, specially constructed to eliminate magnetic material as far as possible.

Her displacement will be 770 tons and she will carry enough fuel to give a cruising radius of 2,000 miles at a speed of six knots. Her complement will be thirty-one, including officers and a scientific staff.

### At Work Next Year.

Commander D. H. Fryer, who will be Captain of the "Research", was recently given special leave to take a long voyage in one of the few remaining sailing ships as part of his training for his new work.

The launch will probably take place early in the Spring. The planking is now nearly completed, and the hull is being caulked with oakum.

It is expected that the "Research" will leave for her first cruise at the end of next year and that she will proceed to the South Atlantic, after first visiting Washington, U. S. A.

She will then begin her first large-scale survey in the Indian Ocean in an area where the "Carnegie" was to have sailed in 1930, and where facts concerning magnetic variations are most needed.

### LONDON LETTER

(Concluded)

#### A Film "Mikado"

While Britain cannot claim a great operatic tradition, she made one distinctive contribution in the sphere of light opera — the enchanting works of Gilbert and Sullivan. They are still regularly performed by the D'Oyly Carte Company and attract large and delighted audiences wherever they are to be heard.

The wit of Gilberts libretto is perfectly matched by Sullivan's music, and the acting continues to be in the tradition set by Sir Henry Lytton, much of whose "business" is still faithfully reproduced by his successors in the great Gilbertian parts.

And now the most popular "Gilbert-and-Sullivan" of all, "The Mikado", has been filmed. The producer, Mr. Geoffrey Toye, has satisfied the "fans" by a faithful presentation of their favourite. The fact that the film is in colour, has enabled him to do full justice to this most colourful of light operas.

### DINNER TO COMMEMORATE THE OPENING OF THE BRITISH ART EXHIBITION

Mr. Fuller, the Chairman of the Polish British Chamber of Commerce and the energetic supporter of Anglo-Polish cultural relations, presided over a dinner given at the Hotel Bristol on Friday 27th, the eve of the opening of the British Art Exhibition, to Sir Howard and Lady Kennard and a distinguished company of 150 guests.

### British School

Mokotowska 61 m. 32  
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LESSONS IN THE ENGLISH LANGUAGE FOR ALL GRADES FROM THE LOWEST TO THE EXPERT

#### Principal

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## British Art at I. P. S.



Christopher Wood

Dancing Sailors, Brittain



## THEATRES &amp; MUSIC

## THEATRES AND MUSIC

ATENEUM Jaracz and Maszyński in "Dziwcy z lasu" (A new comedy by Jerzy Szaniawski).

BUFFO. "Let him come on the first" by Bekeffi (Comedy).

CRICOT. "Małżona" (comedy by Fredro).

CYRULIK WARSZAWSKI. "Kochajmy zwierzęta" (Musical 7.30 and 10.0).

FILHARMONIA. Symphony Concert every Friday and Musical Matinée every Sunday.

KAMERALNY. "The Mad House" (Comedy).

KONSERWATORIUM Occasional Concerts.

LETNI Irena Eichler and Junosza-Stępowski in "Madame Sans Gêne" (by Sardou).

MALE QUI PRO QUO "The Big Four" (Musical 7.30 and 10.0).

MALICKIEJ. Karowa Street. Sawan in "A real Man" (A Spanish play).

MALICKIEJ II. Marszałkowska Street. Malicki in "Madame Bovary" (scenic version of J. Flaubert's novel).

MALY. Zbigniew Ziemiński in "Temperaments" (by Ciojdzki).

NOWY. "Cargo" (comedy by Bruno Winawer).

NARODOWY. Leszczyński and Staliński in "Big shots" (comedy by Bazar).

TEATR 815. Łódź. Halama and Zbigniew Rakowiecki in "Rozy and her Team" (Musical).

POLSKI. Jan Kreszmar, Jadwiga Smorska and Maria Wysocka in "Masquerade" (the new Polish play by Jarosław Iwaszkiewicz).

TEATR WIELKI. "OPERA. "Madame X" or "Madame Pompadour".

WIELKA REWIA. "We are looking for a star".

CIRCUS. Great Aquatic Show.

## EXHIBITIONS

I. P. S. Contemporary British Art.

MUZEUM NARODOWE. Warsaw old and new.

ZACHĘTA. Paintings by Czekowski, Okuń, Jakimczuk, Roguski and woodcuts by W. Goryńska.

## CINEMAS

\*ATLANTIC. Wallace Beery in "Human Hearts".

\*BALLET. Norman Shearer in "Marie Antoinette".

\*CAPITOL. Barczewska in "Kłamstwo Krystyny".

\*CASINO. E. von Stroheim in "Allibi".

\*COLOSSEUM. George Bancroft in "The Ship".

\*EUROPA. Louise Rainer in "Mademoiselle From Paris".

\*IMPERIAL. Menjou in "Goldwyn Follies".

\*PALLADIUM. Danielle Darrieux in "Return at Dawn" (Vicki Baum's novel).

\*PAN. Andrzejewska in "Zapomniana Melodia" (Polish musical).

\*RIALTO. Clark Gable and Myrna Loy in "Too Hot To Handle".

\*ROMA. Robert Taylor in "A Yank at Oxford".

\*STUDIO. Gigli in "My heart is yours" (German).

\*STYLWY. Olympia Bradsa in "Soubrette".

\*VICTORIA. Gine Klaus in "Conflict" (French).

\*SWIATLO. Andrzejewska in "Moi rodzice rozwodzą się" (Polish).

Starred cinemas play at 5, 7, 9, others at 6, 8, 10.

Required an English speaking typist to work at Kobryń. Reply "Miss on" c/o Warsaw Weekly.

## THE POLISH-AMERICAN BALL

Under the patronage of H. E. The American Ambassador and Mrs. Anthony J. Drexel Biddle the Polish-American Society will hold its annual Ball in the Reception Rooms of the Hotel Europe on February 1, 1939. Thanks to the co-operation of a large Committee of hosts composed of members of the American Colony and their Polish friends, the Ball promises to attain the success of former years and to be one of the outstanding social events of the season.

The conductor, Mr. Tauno Hanninen from Finland was specially successful in his interpretation of the concerto for orchestra by Vivaldi-Silbi. The Symphony of Shubert proved to be a somewhat over long work which however requires more frequent hearing in order to judge its merits.

K. M.

## British Contemporary Art Exhibition

at  
INSTYTUT PROPAGANDY SZTUKI  
Królewska 15

Daily 10 to 5

Entrance z1.110

(Members of Anglo Polish Societies at reduced rates).

## BRITISH PASSPORT CONTROL OFFICE

UJAZDZOWA 18, WARSAW

No 125

The following persons are entitled to receive visas or immigration certificates for Palestine

No. of certificate	N A M E	Age	Category	Last date of visa	Admission to Palestine (not later than)	Address
113614	REIF Adolf	40 D	23.3.39	31.3.39	Jagiellońska 19, Przemysł	
113615	ENGELSBERG Szyfra	42 D	"	"	Włodzimierz Wołyńsk.	
	" Reel	13	"	"	"	
	" Malka	12	"	"	"	
	" Toba	11	"	"	"	
	" Dawid	10	"	"	"	
	" Socha	6	"	"	"	
113616	SZMUSZKOWICZ Feiga	60 D	"	"	24 Gdańska, Łódź	
113618	KAGANOWICZ Cywia	68 D	"	"	20, Lipowa, Łódź	
113623	GRUSZKA Szuza	26 B/3	"	"	4 Budownicza, Kowel	
113626	LIBERMAN Chaja	26 C/L	"	"	7 Sława Warszawska, Piotrków	
113631	NISNENKOWICZ Sora	44 D	"	"	30, 3-go Maja, Pułtusk	
113634	WRINBERGER Nemiha	75 D	"	"	Walowa 21, Przemysł	
113636	WIDNYCKI Rachel	53 D	"	"	30 Jagiellońska, Legionowo	
	" Chaja	17	"	"	"	
	" Laja	15	"	"	"	
	" Herz	12	"	"	"	
113640	KLAJZYGER Malka	13 D	"	"	23/36 Nalewki, Warsaw	
113638	BRANDENBERGER Majer	20 B/3	"	"	Brzozowa 16, Kraków	
113639	STEL Oskar	16 B/3	"	"	Zbyszyn: Refugee Camp	
113640	GABEL Sara	16 B/3	"	"	Ostrow ad Radymno	
113639	MOSZKOWICZ Eliahu	20 B/3	"	"	Dobra, 7, Kaliska	
113636	JAKUBOWICZ Chaim	25 B/3	"	"	Kielec, Ślężna 9	
113631	RAINENBACH Leon	17 B/3	"	"	Strzelców Kanilowskich 15, Łódź	
113628	PINES Matijas	20 B/3	"	"	Różana — Grodziska	
113621	CHOSTKA Abram	23 B/3	"	"	Pl. Grzybowskiej 1 m. 155, Warsaw	

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115822	FISCH Gerson	65 D	"	"	Lyczakowska 205, Lwów
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" Aron	15	"	"	"	"
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" Bertl	8	"	"	"	"
" Sonia	8	"	"	"	"
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" Rywka	38	"	"	"	"
" Azriel	16	"	"	"	"
F.1992	WAINBAUM Wigdor	46 A/1	"	"	Warsaw
" Ila	55	"	"	"	"
" Bilma	14	"	"	"	"
F.2142	BERMAN Ojzer	51 A/1	"	"	Łódź
2406	1.61 TANKUS Majer	27	"	"	10.4.39
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2395	LINSKER Juljusz	68	"	"	Przejazd 40, Łódź
2406	1.126 ELBAUM Perla	43	"	"	11.12.39
2419	1.43 ADUNSKI Benjamin	24	"	"	1.1.40
2419	1.44 REIF Tatar	19	"	"	30.1.40
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2419	1.53 STORCH Leiter	19	"	"	12.1.40
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" Ita	52	"	"	"	31.3.38 Łódź

## COAL

Distress among Welsh miners means much more than economic unbalance. Oil-burning ships and railway engines, and the production of cheap coal on the continent spell weeks and often months of no work for coal miners. Add to this their propensity to strike and the well known proclivity of all idle men to get into trouble, and we are faced with social consequences wellnigh disastrous.

Not the least of these is poor nutrition and the consequent lowering of resistance to influenza. A source to the reasonably well-to-do this is a menace to the very existence of badly nourished women and children. The situation would be worse than it is if quinine were not available.

But many English and most continental doctors know that three grains of quinine a day will save most people from influenza, even if the disease is badly epidemic in their region.

Relief organisations and humane colliery owners should see that these unfortunate get at least three grains of quinine a day throughout the influenza season, for this drug is known as a preventive.

Young man speaking English, German and Polish seeks any kind of work, can do American cooking, waiter, can drive a car, willing to travel. Reply c/o Warsaw Weekly "H. G."

Young lady desires to meet an English man with a view to conversation. French in return Warsaw Weekly "Conversation".

IRENA EICHLER as MADAME SANS GENE. 1. The Laundress of Rue St. Anne 2. The Duchess of Danzig

## WARSAW STAGE: IRENA EICHLER as "MADAME SANS GENE" — "BIG SHOTS" — "A GIRL FROM THE FOREST"

Irena Eichler as *Madame Sans Gêne*. The great Polish tragedienne, as the amusing legend of Sardou's famous comedy. This arrangement created a real sensation in artistic and cultural circles in Warsaw.

The first night was a real revelation for the audience. Miss Eichler overpassed all expectations, showing that her splendid art includes in the same measure accents of deep tragedy and drama, as incomparable finesse and brilliance in light comedy. The triumph of Miss Eichler in this role was the greater, as it is she, who for the first time has shown all the colours and elements of *Madame Sans Gêne*, in spite of the fact that her predecessors include many of the finest Polish actresses of the passed epoch.

Until this time Catherine was only an amusing comic figure. Miss Eichler without depriving that admirable laundress and Duchess of Danzig of charm and humour, gives her the feeling and blood of a living woman — a heroine of the Napoleonic wars. Apart from the characteristic and comic traits, she has shown also the greatness of Catherine. If with the rôle of Esther (in *Frénésie* by Ch. de Peyret Chapuis) Miss Eichler gained the highest admiration of Warsaw, by her moving and beautiful creation of *Madame Sans Gêne*, she gained the feelings of her spectators.

At the Teatr Letni the leading actress found excellent partners in Stefan Hrynyszynski (full of power and fire as Lefebvre) and Kazimierz Junosza-Stępowski (interesting as Napoléon).

Alexander Zabczyński (Count Neipperg), Mieczysław Borow, Wanda Jakubinska and others.

Roman Niewiarowski, the producer has cast himself in the best male rôle, as Fouché. From this no profit resulted either for the production, or the part.

The Teatr Narodowy has revived *Big Shots* (*Grube Ryby*), one of the best comedies by the well-known Polish comedy-writer, Michał Bałucki, equally popular to-day as in the past century.

The humorous and satiric picture of the life of the Polish bourgeoisie at the end of the XIX century had a splendid tradition on the stage of the Teatr Narodowy, as among others two great Polish actors Mieczysław Frenkiel (d. 1935) in the rôle of Witowski and Stanisław Stankiewicz, in 1929, as Pagawita created unforgettable comic characterizations in it.

The new version does not attain the level of the former productions. If Jerzy Leszczyński, as the old "bon-viveur" Witowski is still amusing, but somewhat too glaring in his behaviour, Stanisław Stankiewicz, on the other hand, a cultured actor does not exploit the possibilities offered by the rôle of Pagawita, the old and hepatic bachelor, with his unfortunate love affair.

The production of Aleksander Zelwerowicz and the remainder of the

cast (including Jadwiga Kurylukówna, Ludwik Ericzocha, Aleksander Zelwerowicz, Mieczysław Milecki and others) do not surpass the limit of correctness; the one exception is Mrs. Maria Dulęba who, introducing an unnatural pathological conception of the grand-mother.

Excellent and witty in their conception the sets by Andrzej Prószyński render the atmosphere of the old Ciapulikiewicz home.

Each new play by Jerzy Szaniawski is an artistic event in the theatrical life of Warsaw.

In his last play, the author finds his real hero in the pre-istoric, old, and mysterious Polish forest, which even to-day so strongly links itself with the people deriving from it, that neither education, nor career cannot break and fight with the awaking voice of the blood. The author has conveyed through his idea with such conviction and truth, that we understood easily Anna, the daughter of an old forester, this "girl from the wood", who returns to the wood to be faithful to her first love (although the man is dead) and to show that the fetters of blood and origin are stronger than those of education and career.

*A Girl from the Forest* must be counted among the best of Szaniawski's plays. The atmosphere of the Polish estate, the mysterious spell of the forest are drawn out with unusual suggestion, creating an amazing background.

The Teatr Ateneum prepared this play under the excellent stage direction of Miss Perzanowska, who penetrated all the intentions and subtleties of the author.

Among the artists first place must be given to Stefan Jaracz, who as the old forester, has given one of his best creations, full of power and expression.

Another splendid actor, Mariusz Maszyński rendered with artistry the noble character of Wielezko, the unfortunate fiancé. The title rôle was played by Kwa Bonacka, who was rather weak, especially in the dramatic final scene of the play. The remaining cast included Zygmunt Chmielewski, Stanisław Daniłowicz and a Michal Kallinowski whose artistic achievements must be praised.

The impressive sets of Władysław Daszewski depended the romantic atmosphere of the play.

Jerzy Macierakowski

## WARSAW CONCERTS

So far the concert season since the new year had been somewhat dull. The most interesting event was the reappearance, after a long absence, of Orlov at the Philharmonic. An unusually large audience assembled, proving the undiminished popularity of the Russian pianist, whose qualities of exquisite refinement, purity of execution and lyrical feeling remain undiminished.

The Orchestra under the direction of Mieczysław Wysłowski performed Beethoven's 8th Symphony and the Death of Isolda by Wagner as also the accompaniment to the two piano concertos of Scriabine and Rachmaninoff. The interpretation of the symphony left much to be desired. In the concertos the soloist was often overpowered by the robust energy of the orchestra.

Among other musical events were the piano recitals of a young American, Sten Andersen who won the good opinion of the audience. Also the talented pupil of Joseph Hofmann's, Shura Cherkasky.

On Friday the 27th January, Claudio Arrau played at the Philharmonic symphony concert the Schumann Concerto with the true Schumann spirit poetically and with temperament and a full rich tone.

Advertising Rates: 80 gr. per millimeter. Term rates on application. Classified advertising 20 groszy a word.

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